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	GDR		
			DATE OF REPORT 5 Aug 58
SUBJECT P-10 and P-8 SW Radar at 4th Radar			
Ba CORFBUS (CTM 43UVT 527368)(C)			
SUMMARY Downgrading data cannot be predetermined.			50X1-HUM
Of Information This report includes exterior and interior sketches of the P-10 and P-8 Radar Trucks and Radar Power Supply Trucks. Sketches of the Radar Cabinets, and enclosures of both P-10 and P-8 Radar are also included. The P-10 and P-8 Radars are both Early Warning Types with 10 being a modified version of the P-8. Both radars have an actual maximum range of 150 to 200 km at 4,500 m, with identical operating and maintenance procedures. A sketch of a new transmitter triode, used in the P-10 Radar, is included as Inclosure 32.			
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<u>F-10 and P-8 EW Radar at 4th Radar Bn COTTBUS (UTM 33UVT 527363)(C)</u> <u>COORDINATES</u> <table> <tr> <td>BAUTZEN</td> <td>UTM 33UVS 6070</td> </tr> <tr> <td>COTTBUS</td> <td>UTM 33UVT 527363</td> </tr> <tr> <td>RECHLIN</td> <td>UTM 33UUV 4914</td> </tr> <tr> <td>ZSCHILICHAU</td> <td>UTM 33UVS 645775</td> </tr> </table>			BAUTZEN	UTM 33UVS 6070	COTTBUS	UTM 33UVT 527363	RECHLIN	UTM 33UUV 4914	ZSCHILICHAU	UTM 33UVS 645775
BAUTZEN	UTM 33UVS 6070									
COTTBUS	UTM 33UVT 527363									
RECHLIN	UTM 33UUV 4914									
ZSCHILICHAU	UTM 33UVS 645775									

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REPORT1. Purpose of the F-10 EW Radar at ZSCHILICHAU

The F-10 Radar was to provide training for company radar operators on air control. When the F-10 Radar was in operating condition (see above), it was in use from one to eight hours daily, depending upon when GDR AF planes from the airfields at COTTBUS and BAUTZEN were flying.

2. Range of the F-10 EW Radar

The theoretical maximum range of the F-10 EW Radar is 400 km at approximately 4,500 m altitude and a lobe angle of 15° to 17°. However, the actual maximum range of the F-10 Radar is only 150 to 200 km at 4,500 m altitude and a lobe angle of 15° to 17°. The actual minimum range is 10 to 15 km at 4,500 m altitude and a lobe angle of 15° to 17°. Source does not know the maximum and minimum antenna lobe angle of the F-10 Radar. Rotation rate of the antenna is 3 to 4 rpm.

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3. Location and Description of Component Parts of the P-10 Radar (see Inclosures 1-15)

The P-10 Radar Truck and P-10 Radar Power Supply Truck are ZIL models (probably the Soviet ZIL-157 truck, because source states that outwardly the ZIL trucks are the same as the ZIS-151 trucks). The P-10 Radar is supposed to be equipped with an IFF Unit, including IFF Steering Unit and Antenna, as indicated on Inclosures 8 and 9, but none were available within the 4th Radar Bn. Source was told by his training officers that the IFF Unit for the P-10 Radar was missing, because a new IFF Unit was being developed; source can give no information on this new IFF Unit. In contrast to the P-8 Radar, the Anti-jamming Unit of the P-10 Radar is built into the Radar Cabinet (see 1, 2, 4, Inclosure 12). The P-10 Radar Antenna is mounted on the truck (see Inclosure 5), and has a square girder type of construction, during operation, instead of on the ground as for the P-8 Radar (see Inclosure 20). The P-10 has only 5 directors; the P-8 has 7; and the P-10 has different dipoles and reflectors (see Inclosure 6) as compared to the P-8 Radar (see Inclosure 20). Also the P-10 transmitter (see 9, Inclosure 12), has two ceramic transmitter tubes plus four in reserve, while the transmitter tubes for the P-8 are made of glass. See Inclosure 32 for a sketch of this new type of ceramic transmitting tube.

4. P-10 Radar Operating Procedure**a. Setting up the station**

The vehicles are usually placed next to each other or at a 90° angle to each other. The Yagi type antenna is unpacked and put together on top of the cab of the truck; then it is placed on a mast section, and with the help of the hand-operated winch (see Inclosure 8) it is raised, section by section, to its operating position (see Inclosure 5). The antenna cable is attached to the two antenna jacks (see 5, Inclosure 12), one to the antenna power supply jack (see 13, Inclosure 13), and one to the transmitter (see Inclosure 12; not shown because jack is at the rear of cabinet). The two ceramic transmitter tubes (see Inclosure 32) are placed in the transmitter (see 9, Inclosure 12). Then the two thyatron tubes are placed in the power supply bay (see 13, Inclosure 13). The PPI Scope and the Altitude Scanning Scope are then connected up (while traveling the scopes remain in their bays, but their connecting wires are disconnected). Finally the station is started up, with all switches being checked and the operation of the antenna checked. The station is now ready for operation. Setup time is 90 minutes.

b. Starting up the P-10 Radar Station

The following steps must be taken to start up the station:

- (1) Push the power-supply-on button (see 10, Inclosure 13).
- (2) Voltmeter knob is adjusted until voltmeter indicates 220 v (see 10, Inclosure 13).
- (3) All three phases are checked with the phase switch (see 10, Inclosure 13) so that all phases have 220 v.
- (4) Push heat-on-button (see 10, Inclosure 13).
- (5) The antenna is started by moving antenna-on-off switch (see 7, Inclosure 12), and the direction of movement is checked by looking at the azimuth instrument (see 7, Inclosure 13).

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(6) Then one must wait three minutes until the two red anode lamps light up (see 12, Inclosure 13).

(7) The station capacity switch is then turned to 50 % capacity (see 12, Inclosure 13).

(8) The receiver amplifier is then adjusted until the magic eye of the receiver is closed (see 3, Inclosure 12).

(9) Then the altitude amplifier is turned up, and the sharp definition and brightness control knobs are turned until the altitude scope has a clear picture, (see 6, Inclosure 12).

(10) The PPI Scanning Scope Amplifier is turned up, and the sharp definition and brightness control knobs are turned until the PPI Scope has a clear picture (see 11, Inclosure 13).

The P-10 Radar Station is now ready for operation. Starting time is 3 to 5 minutes.

c. Shutting down the P-10 Radar Station

The following steps are taken to shut down the station:

(1) The PPI amplifier is turned off, and the sharp definition and brightness control knobs are also turned off (see 11, Inclosure 13).

(2) The altitude amplifier, sharp definition and brightness control knobs are turned off (see 6, Inclosure 12).

(3) The receiver amplifier is turned off (see 3, Inclosure 12).

(4) The station capacity switch is turned back to 0% (see 12, Inclosure 13).

(5) The antenna is stopped by turning the on-off antenna switch (see 7, Inclosure 12).

(6) The heat off button is pushed (see 10, Inclosure 13).

(7) Voltmeter is turned down to 180 v by turning the voltmeter knob (see 10, Inclosure 13).

(8) Then one must wait five minutes so that the ventilators (which were turned on automatically) have a chance to cool all tubes within the station.

(9) Finally, the power-supply-off button is pushed (see 10, Inclosure 13). Shut-off time is 5 to 7 minutes.

5. Manpower for P-10 Radar Station

The following is the T/O strength of a P-10 crew:

Radar Station Commanding Officer (Jr Lt);
Senior Operator (Sgt);
Operator (Pvt);
Cartographer (Pvt);

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Telephone operator (Pvt);
Power supply man (Pvt);
Truck driver (Pvt).

Extra men for the above positions are:

1 senior operator;
3 operators;
3 cartographers;
3 telephone operators;
1 truck driver

This permits the station to be run on a 24-hour basis, with four crews.

6. Maintenance of the P-10 Radar Station

The maintenance of the P-10 Radar is carried out as follows: A daily check (to see if all instruments are in working order, and the dusting and sweeping of the van); a weekly check (all lays are taken out and dusted, and contacts greased); a semi-annual check (oil is changed in the antenna transmission, and all tubes are checked). A specialist from the 4th Radar Bn conducts the monthly and semi-annual maintenance checks on the P-10 Radar.

7. Range of the P-8 EW Radar

The P-8 Radar has the same maximum and minimum ranges as the P-10 Radar, i.e., 150 to 200 km at 4,500 m altitude and a lobe angle of 15° to 17° , and 10 to 15 km at 4,500 m with lobe angle of 15° to 17° respectively. However, in measuring distances, the P-8 Radar has an error margin of plus or minus 1 km, while the P-10 Radar has a margin of error of plus or minus 500 m. Also, in measuring azimuths, the P-8 Radar has a margin of error of plus or minus 3° to 4° , while the P-10 has an azimuth error of margin of plus or minus 1° to 2° .

8. Location and Description of Component Parts of the P-8 Radar (see Inclosures 16-31)

The memory sketches are self-explanatory. The P-8 Radar is equipped with an IFF Unit, plus IFF Steering Unit and IFF Antenna (see Inclosures 29 and 21, respectively). The P-8 Radar also has its Anti-jamming Unit in a separate cabinet (see Inclosure 28). Source states that the reason each radar company is equipped with a P-10 and a P-8 Radar is so that after one station has been on 24-hour duty, it may be relieved by the other station for 24 hours.

9. P-8 Radar Operating Procedure

Source states that the operating procedure for the P-8 Radar is in principle, the same as for the P-10 Radar, but that the switches are merely differently located.

10. Manpower for the P-8 Radar Station

The strength of the P-8 Radar crew is the same as for the P-10 Radar mentioned in paragraph 5 above.

11. Maintenance of the P-8 Radar Station

The maintenance procedure for the P-8 Radar is the same as for the P-10 Radar mentioned in paragraph 6 above.

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12. <u>Future Planning</u> [redacted] it is planned to equip battalions with P-15 and P-30 Radar Stations. (Early Warning Radar) by 1960.		
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<u>COMMENTS</u> THIS IS RAW UNEVALUATED INFORMATION		

32 Inclosures:

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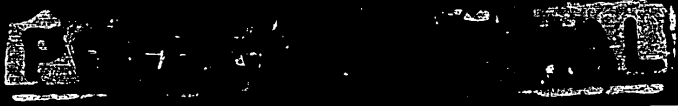
1. P-10 Radar Truck (Side View) (C) CONFIDENTIAL
2. P-10 Radar Truck (Side View)(C) CONFIDENTIAL
3. P-10 Radar Truck (Top View)(C) CONFIDENTIAL
4. P-10 Radar Truck (Front Exterior View of Body)(C) CONFIDENTIAL
5. P-10 Radar Antenna in Operating Position (C) CONFIDENTIAL
6. Closeup View of P-10 Yagi Type Antenna (C) CONFIDENTIAL
7. Antenna Transmission Assembly (C) CONFIDENTIAL
8. Top View of Interior of P-10 Radar Truck (C) CONFIDENTIAL
9. Interior View of Left Side of P-10 Radar Truck (C) CONFIDENTIAL
10. Interior View of Right Side of P-10 Radar Truck (C) CONFIDENTIAL
11. A. Radar Cabinet I and II of P-10 Radar(C) CONFIDENTIAL
B. View of Front Wall of P-10 Radar Truck (C) CONFIDENTIAL
12. Front View of P-10 Radar Cabinet I (C) CONFIDENTIAL
13. Front View of P-10 Radar Cabinet II (C) CONFIDENTIAL
14. Side View of P-10 Radar Power Supply Truck (C) CONFIDENTIAL
15. Top View of P-10 Radar Power Supply Truck (C) CONFIDENTIAL
16. P-8 Radar Truck (Side View)(C) CONFIDENTIAL
17. P-8 Radar Truck (Side View)(C) CONFIDENTIAL
18. P-8 Radar Truck (Top View)(C) CONFIDENTIAL
19. P-8 Radar Truck (Front Exterior View of Body)(C) CONFIDENTIAL
20. P-8 Radar Antenna in Operating Position (C) CONFIDENTIAL
21. P-8 IFF Antenna in Operating Position (C) CONFIDENTIAL
22. Top View of Interior of P-8 Truck (C) CONFIDENTIAL
23. Interior View of Left Side of P-8 Radar Truck (C) CONFIDENTIAL

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24. Interior View of Left Side of P-8 Radar Truck (C) CONFIDENTIAL 25. A. View of Front Wall of P-8 Radar Truck (C) CONFIDENTIAL B. Radar Cabinet I and II of P-8 Radar (C) CONFIDENTIAL 26. Front View of P-8 Radar Cabinet I (C) CONFIDENTIAL 27. Front View of P-8 Radar Cabinet II (C) CONFIDENTIAL 28. P-8 Anti-Jamming Unit (C) CONFIDENTIAL 29. P-8 Radar IFF Unit & Steering System for P-8 Radar IFF Antenna (C) CONFIDENTIAL 30. Side View of P-8 Radar Power Supply Truck (C) CONFIDENTIAL 31. Top View of P-8 Radar Power Supply Truck (C) CONFIDENTIAL 32. New Ceramic Transmitter Triode (C) CONFIDENTIAL		



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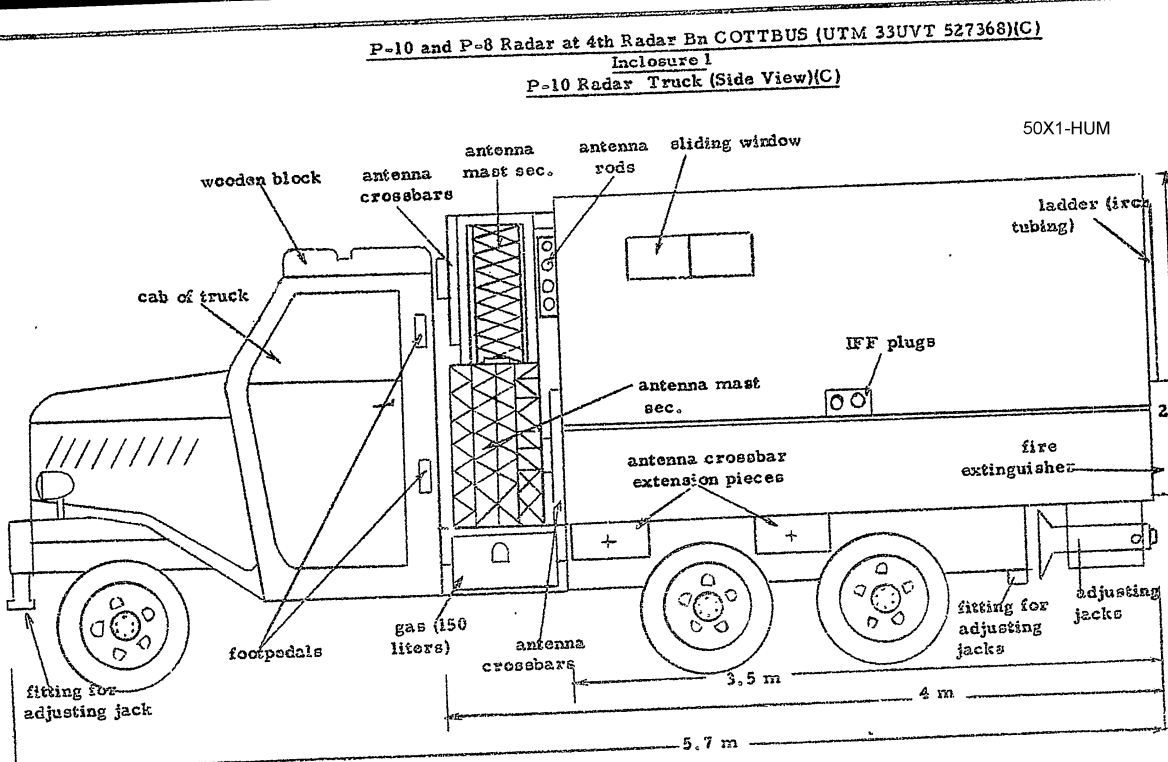
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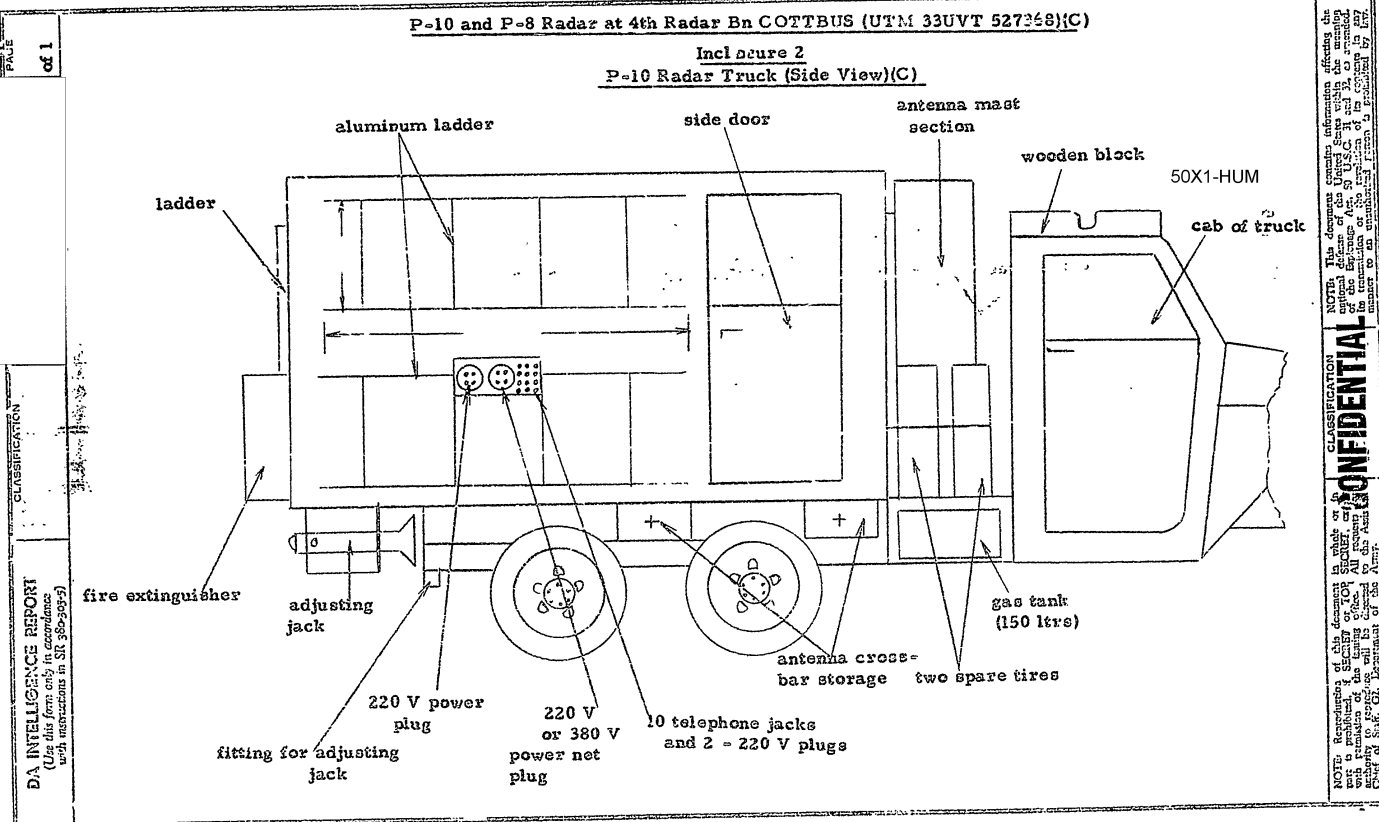


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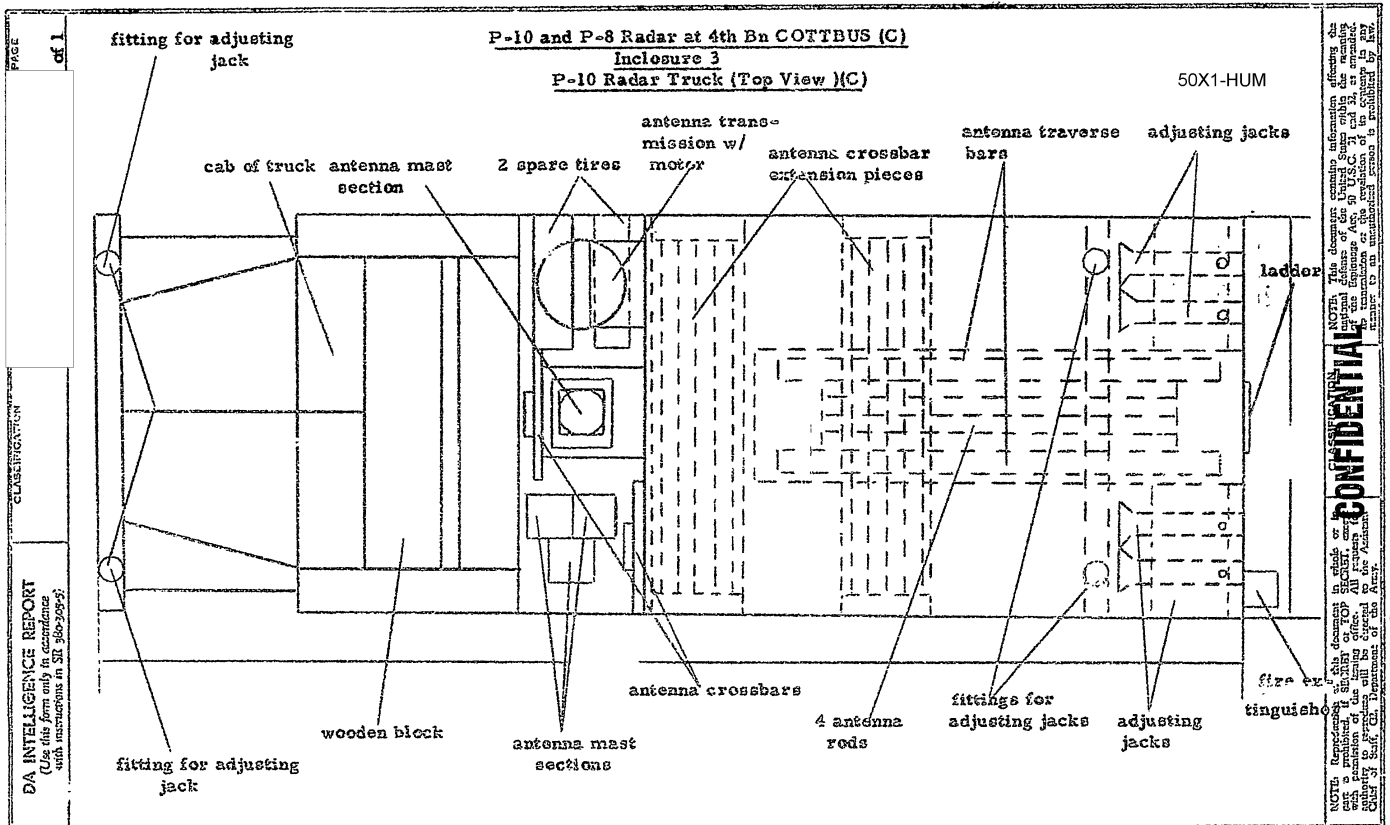
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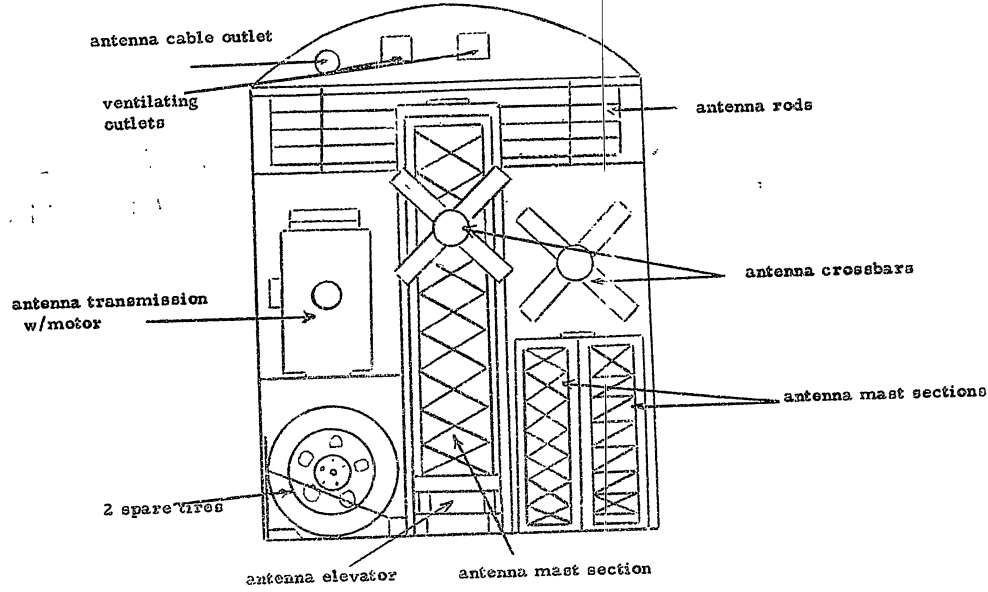
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P-10 and P-8 Radar at 4th Bn COTTEBUS (C)

Inclusion 4

P-10 Radar Truck (Front Exterior View of Body)(C)



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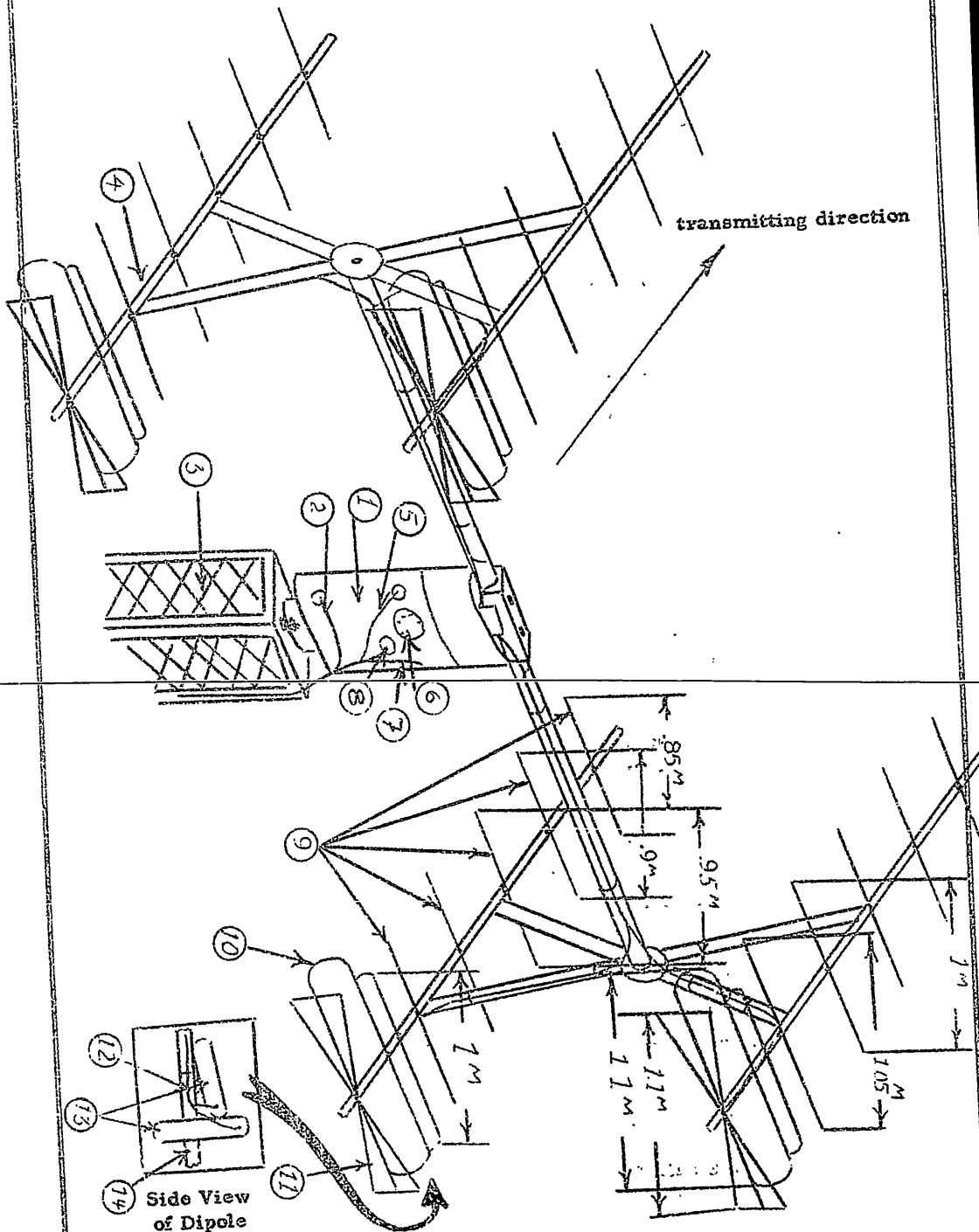
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P10 and P8 Radar at 4th Radar Bn COTTBUS (C)
Inclosure 6

Close-up View of P10 Yagi Type Antenna (C)



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LEGENDInclosure 6

1. Transmission (round in shape)
2. Direction and RPM cable
3. Antenna mast
4. Antenna rod
5. Upper antenna cable
6. Motor
7. Lower antenna cable
8. Power supply cables
9. Directors (total of 5)
10. Dipole
11. Reflector
12. Coaxial cable
13. Dipole
14. Antenna rod

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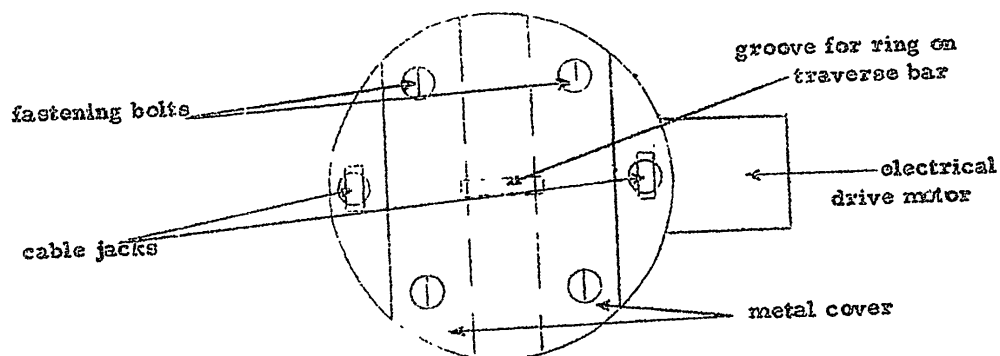
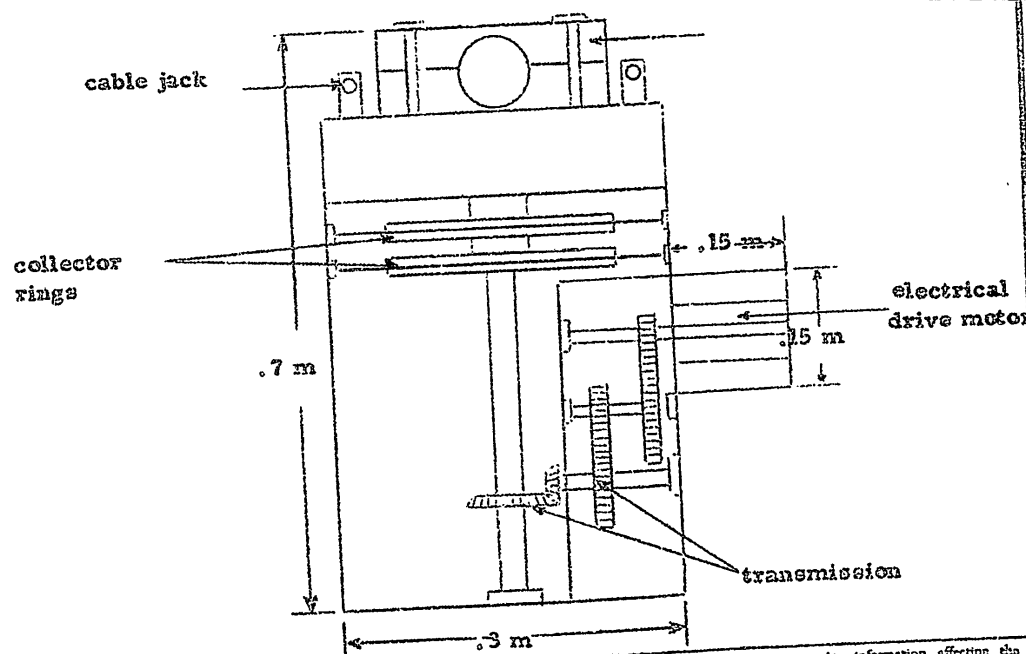
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P-10 and P-8 Radar at 4th Bn COTTBUS (C)Inclosure 7Antenna Transmission Assembly (C)Cross-Section View

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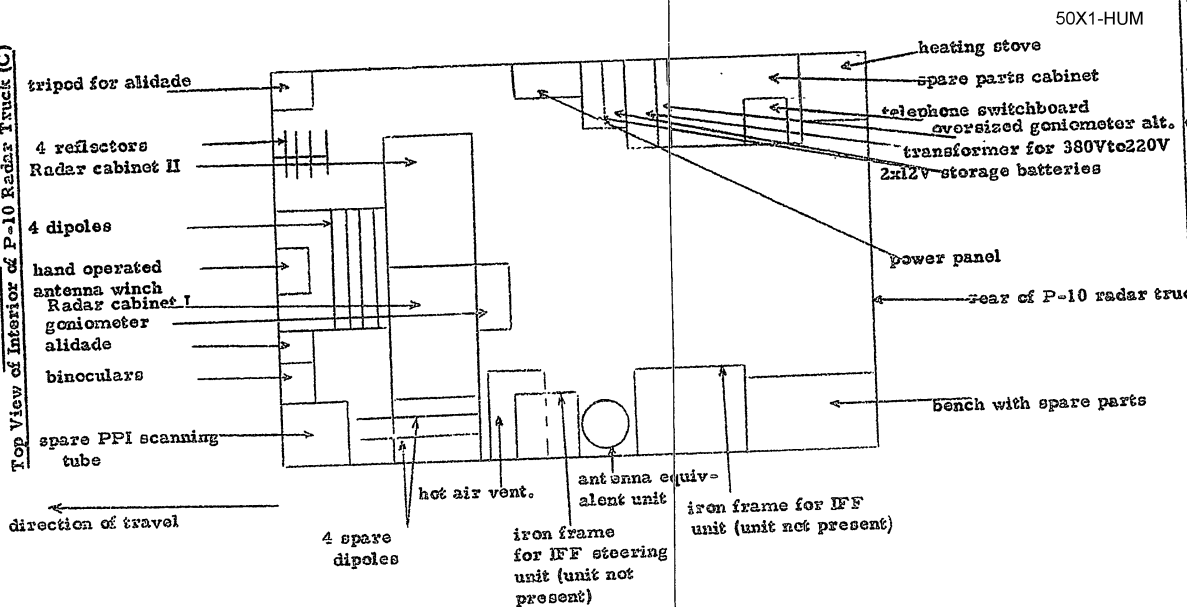
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P-10 and P-8 Radar at 4th Radar Bn Cottbus (C)

Inclosure 8
Top View of Interior of P-10 Radar Truck (C)

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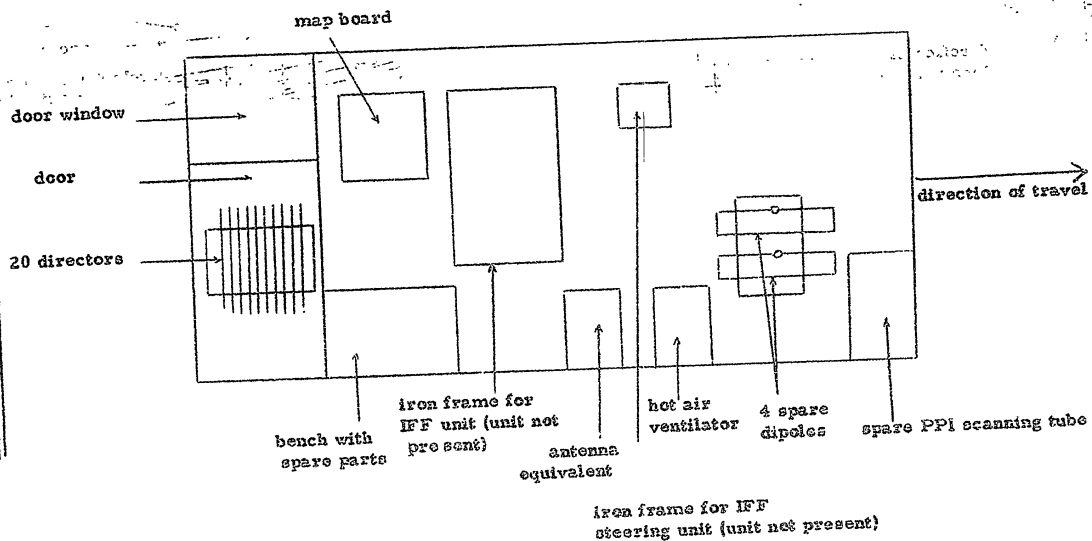
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P-10 and P-8 Radar at 4th Bn COTTBUS (C)
Inclosure 9
Interior View of Left Side of P-10 Radar Truck (C)



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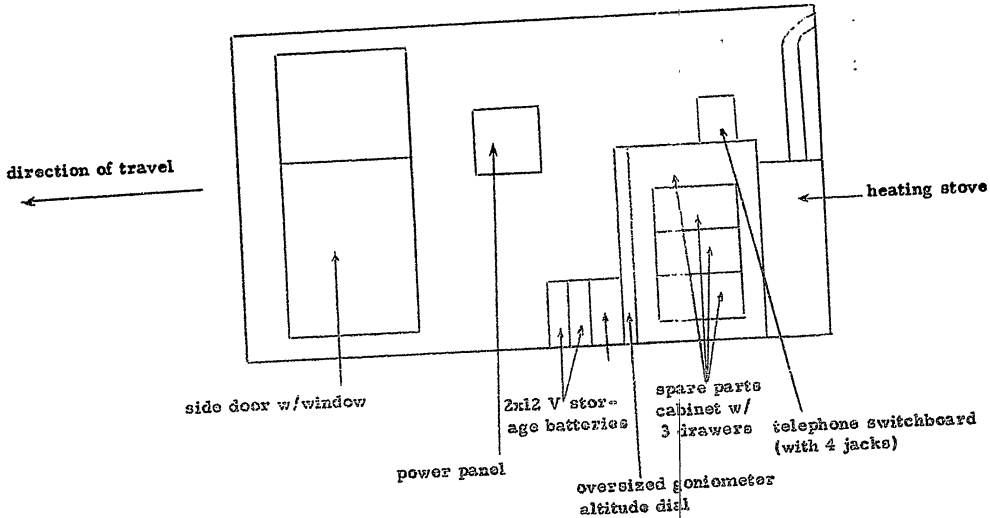
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P-10 and P-8 Radar at 4th Radar Bn COTTBUS (C)
Inclosure 10
Interior View of Right Side of P-10 Radar Truck (C)



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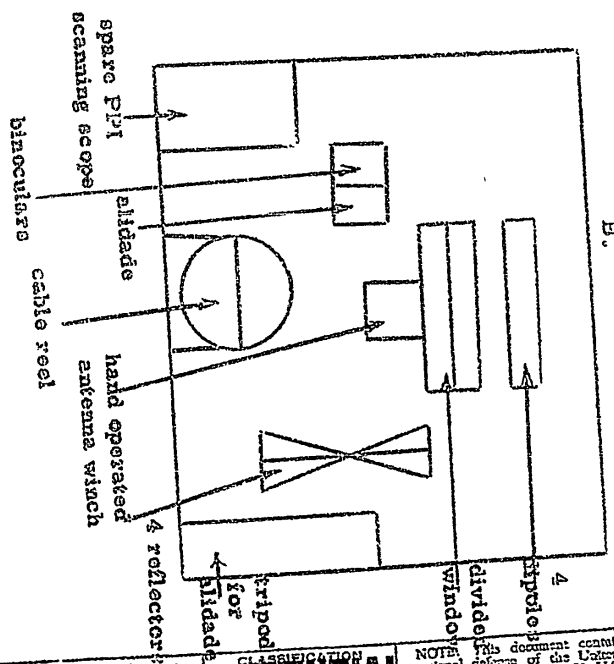
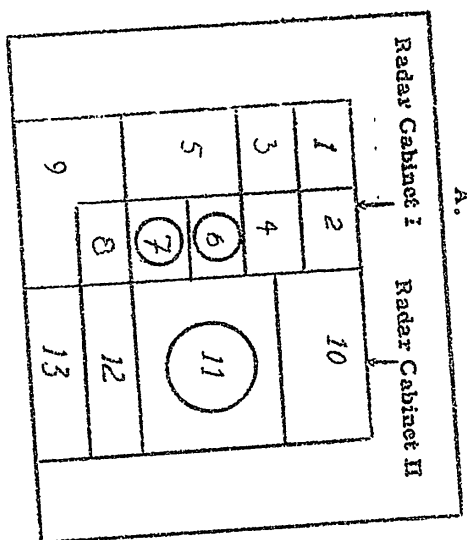
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P-10 and P-8 Radar at 4th Radar Bn COTTBUS(C)**Inclosure II**

- A. Radar Cabinet I and II of P-10 Radar (C)
 B. View of Front Wall of P-10 Radar Truck (C)



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LEGENDInclosure 11

1. Passive jamming bay.
2. Triggering impulse channel bay.
3. Receiver bay.
4. Active interference bay.
5. Distributor for antenna
6. Altitude instrument bay
7. Azimuth bay.
8. Goniometer bay
9. Transmitter bay.
10. Antenna motor rectifier and antenna servo motor amplifier bay
11. PPI scanning scope bay
12. Power supply bay for PPI scope and for altitude scope
13. Power supply and power stabilizing bay.

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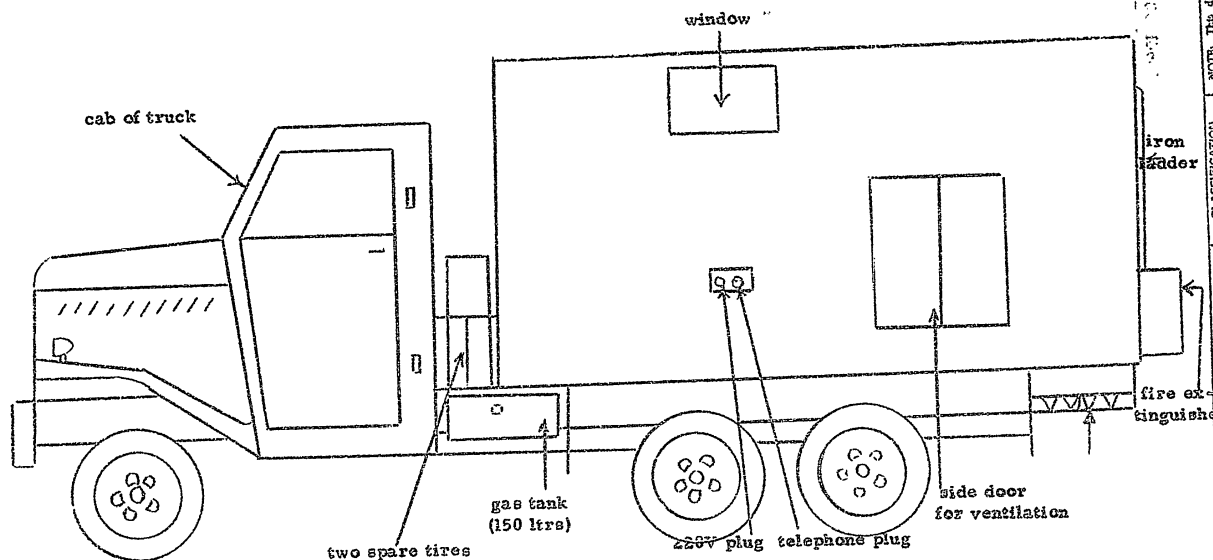
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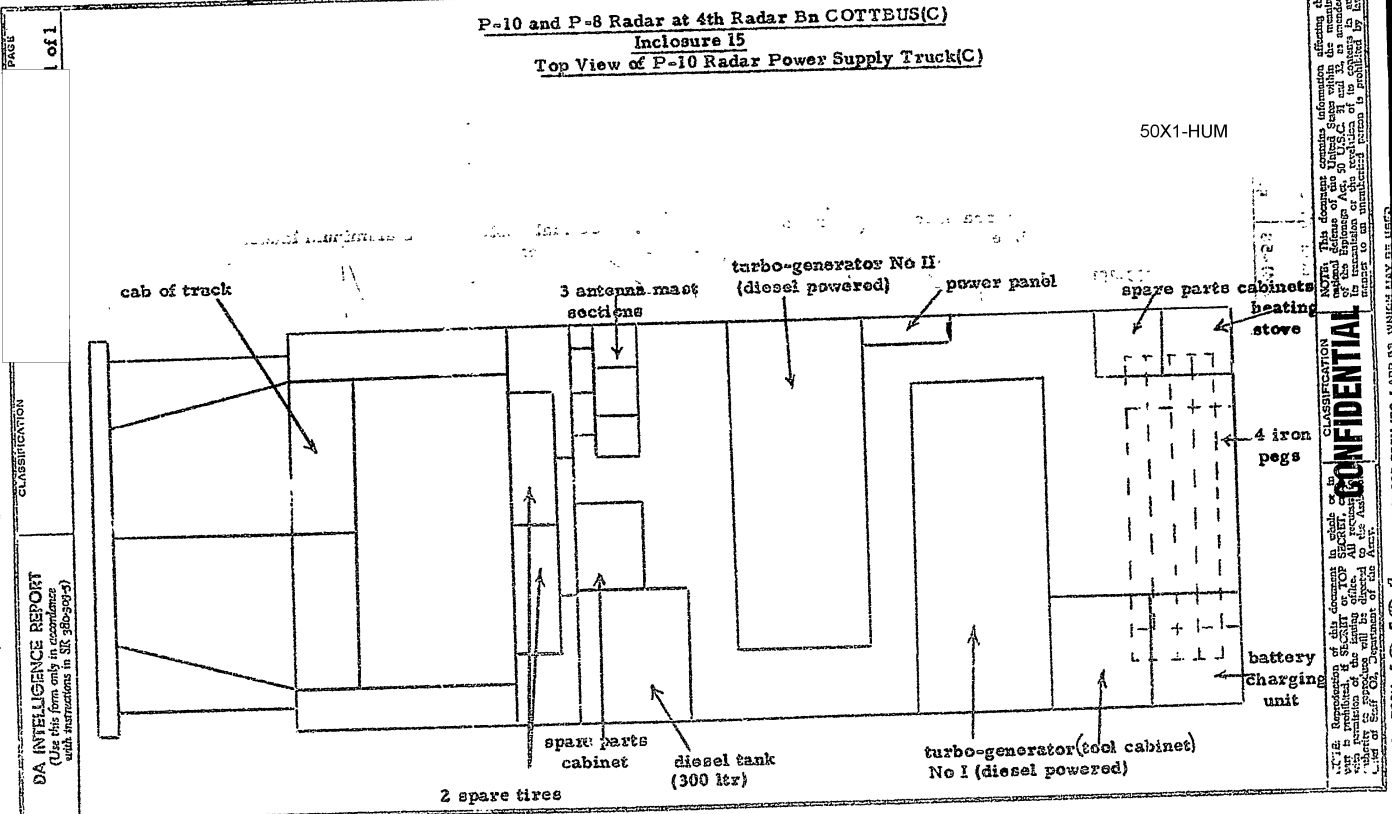
P-10 and P-8 Radar at 4th Radar Bn COTTBUS(C)
Inclosure 14
Side View of P-19 Radar Power Supply Truck(C)

50X1-HUM



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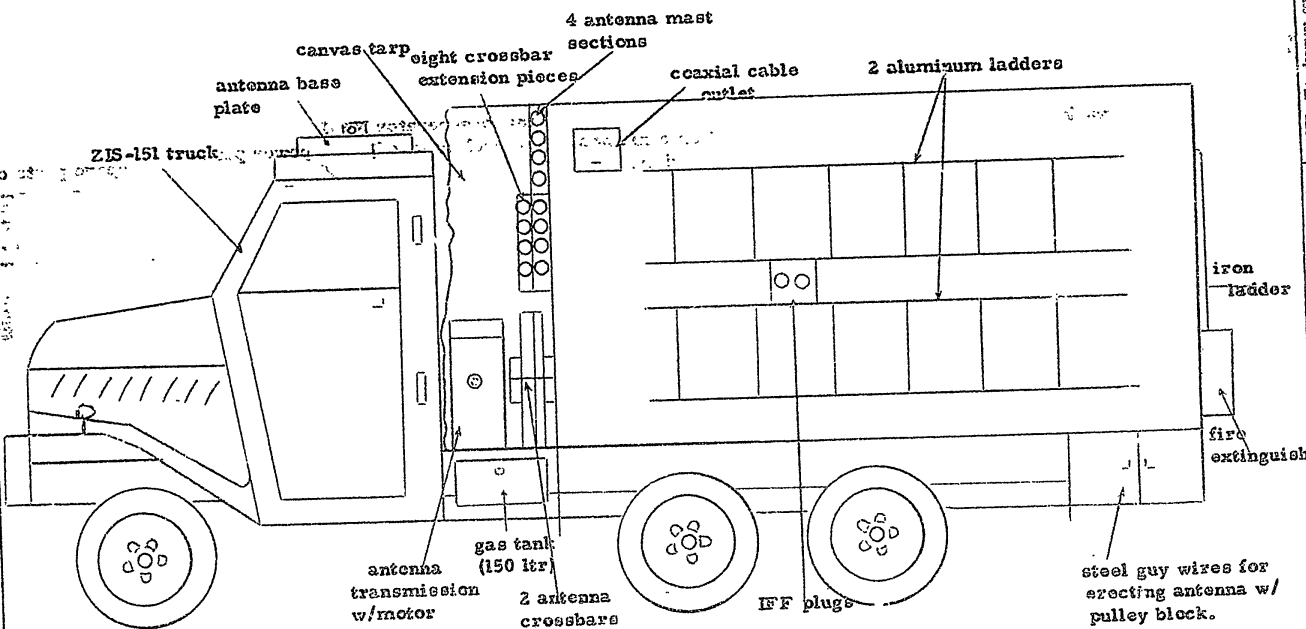
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P-10 and P-8 Radar at 4th Radar Bn COTTBUS(C)
Inclosure 16
P-8 Radar Truck (Side View)(C)

50X1-HUM



NOTE: ZIS-151 truck dimensions are same as ZIL P-10 Radar truck.

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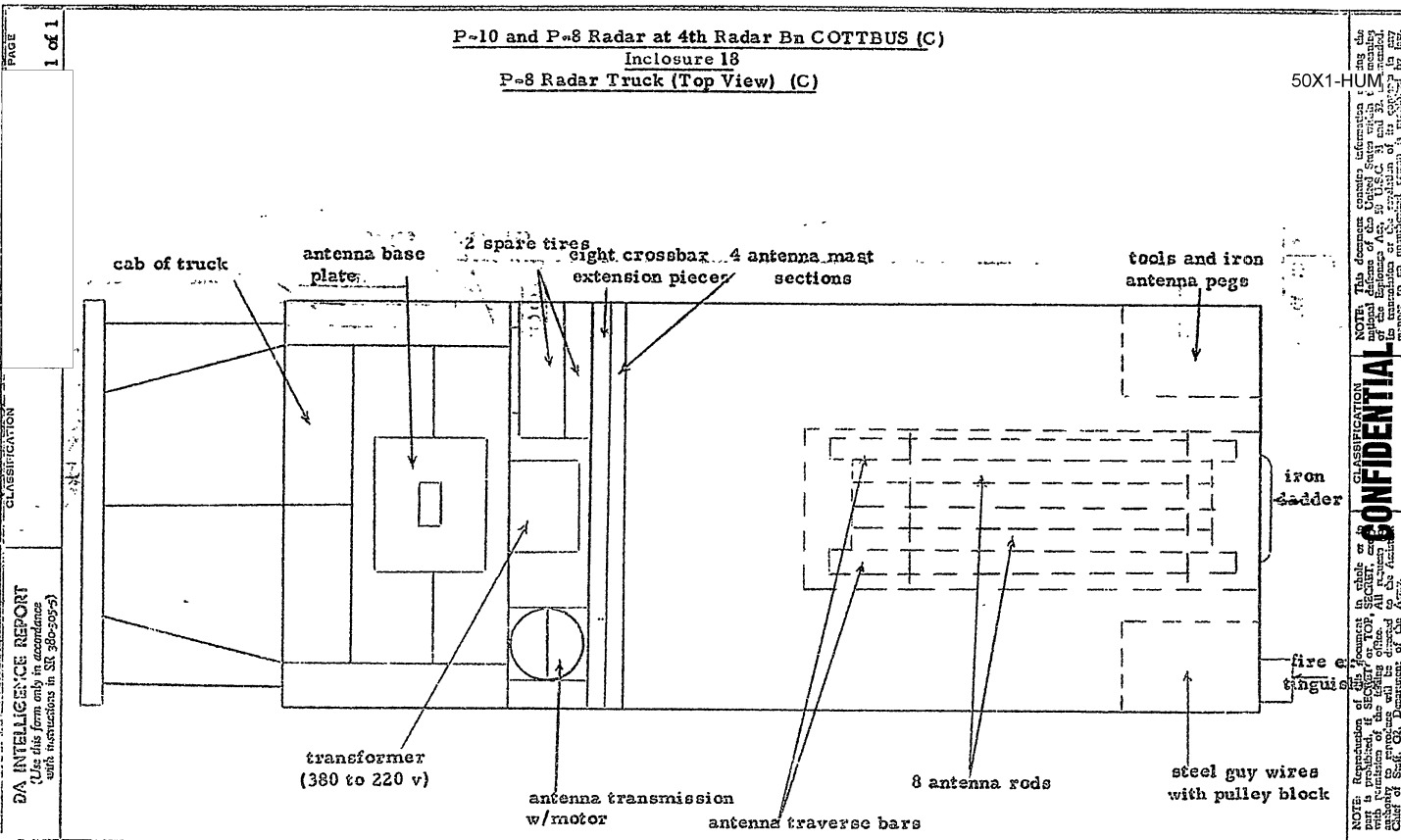
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Diagram illustrating the components of a truck-mounted antenna system:

- iron antenna support section
- 4 antenna mast sections
- eight crossbar extension pieces
- canvas tarp
- antenna base plate
- gas tank (150 ltr)
- 2 spare tires
- 10 telephone jacks and 2 220v plugs
- 220V or 380V net plug
- power plug
- tools and iron pegs w/electrically grounded peg
- fire extinguisher

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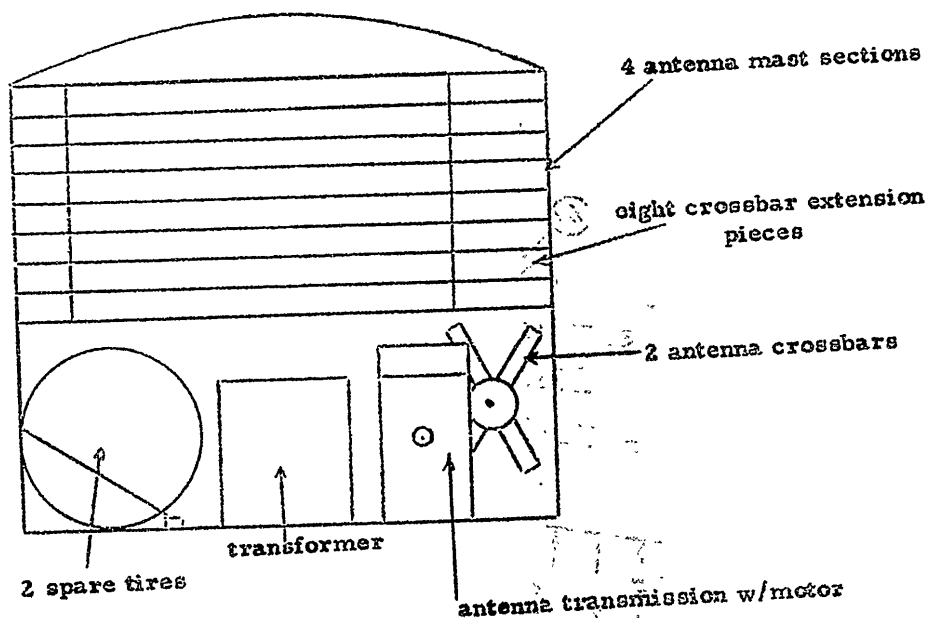
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P-10 and P-8 Radar at 4th Radar Bn COTTBUS(C)
Inclosure 19
P-8 Radar Truck (Front Exterior View of Body) (C)



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LEGENDInclosure 20

1. Pulley block
2. Turnbuckle
3. Ceramic insulators
4. Guy wire
5. Iron peg
6. Mast section of aluminum tubing
7. Coaxial cable
8. Iron rods
9. Iron antenna
10. Iron base plate
11. Dipole
12. Reflector
13. Directors (total of 7)
14. Power supply cable
15. Upper antenna cable
16. Direction and RPM cable
17. Antenna transmission
18. Iron ring
19. Lower antenna cable
20. Motor

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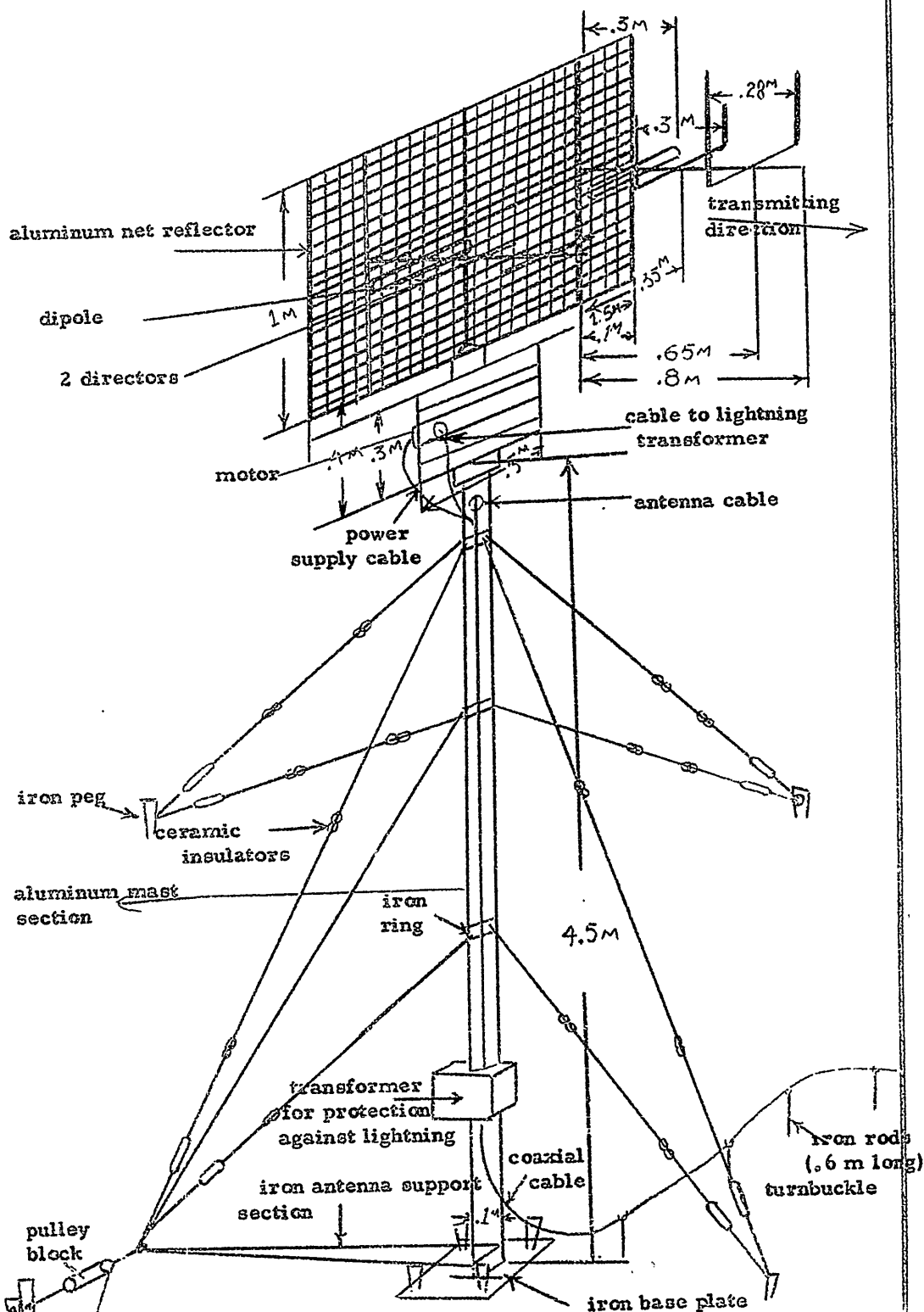
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P-10 and P-8 Radar at 4th Radar Bn COTTBUS (C)**Inclosure 21****P-8 IFF Antenna in Operating Position (C)**

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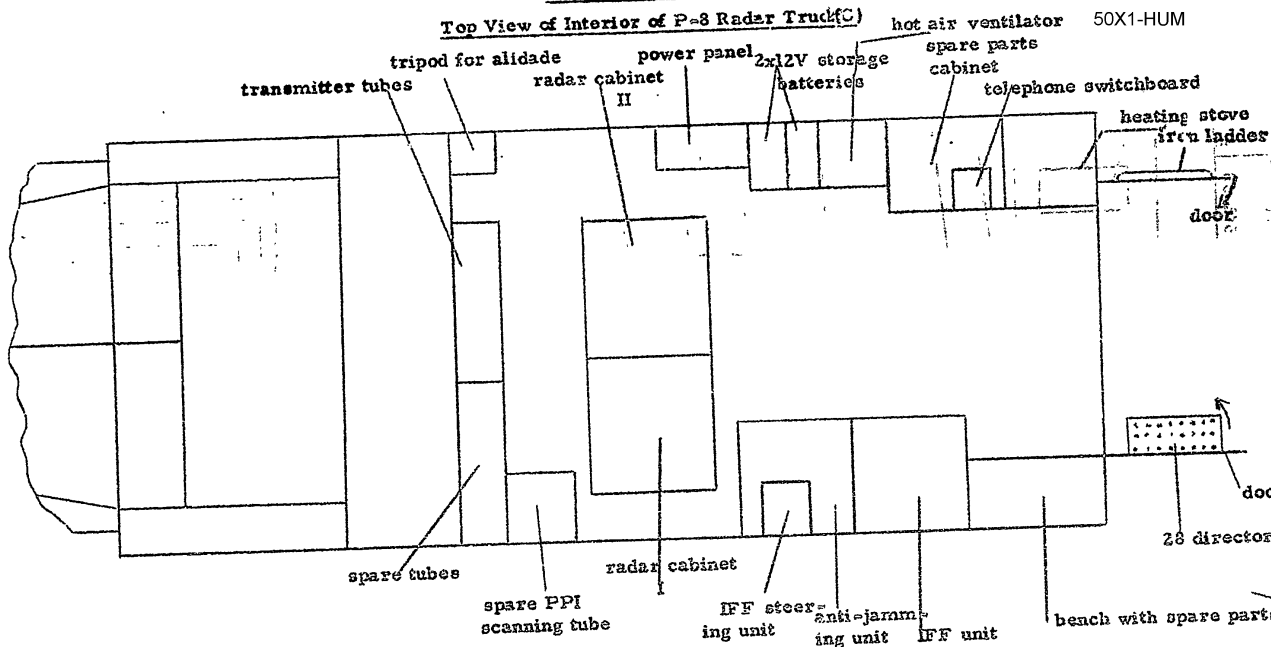
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P-10 and P-8 Radar at 4th Radar Bn COTTBUS (C)
Inclosure 22

Top View of Interior of P-8 Radar Truck (C)



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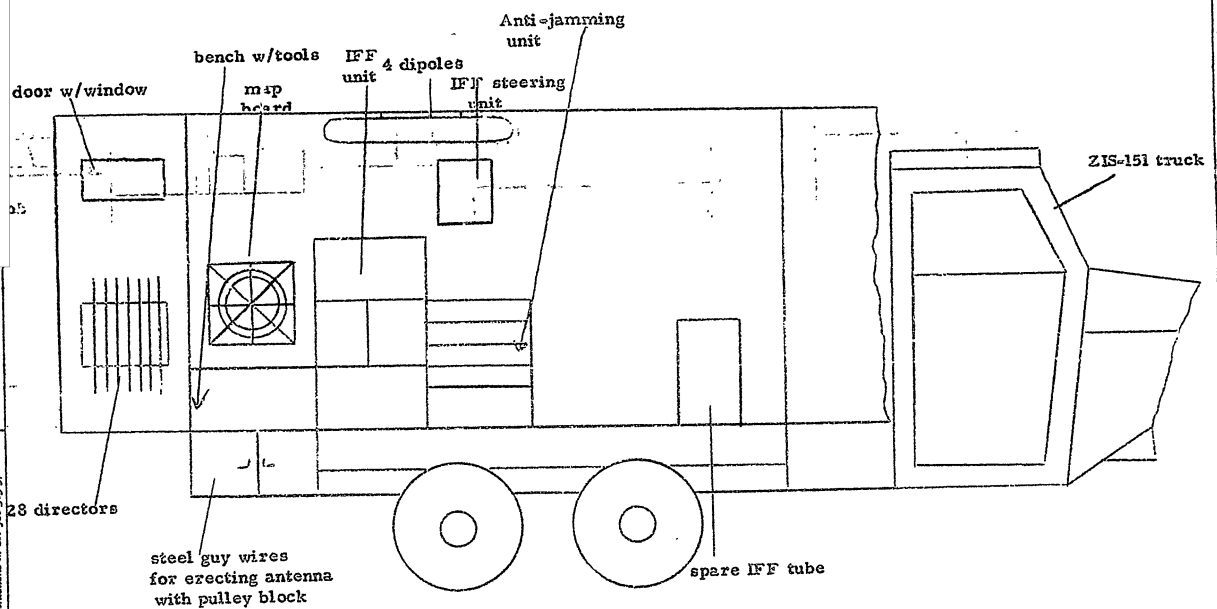
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Interior of View of Left Side of P-8 Radar Truck (C)



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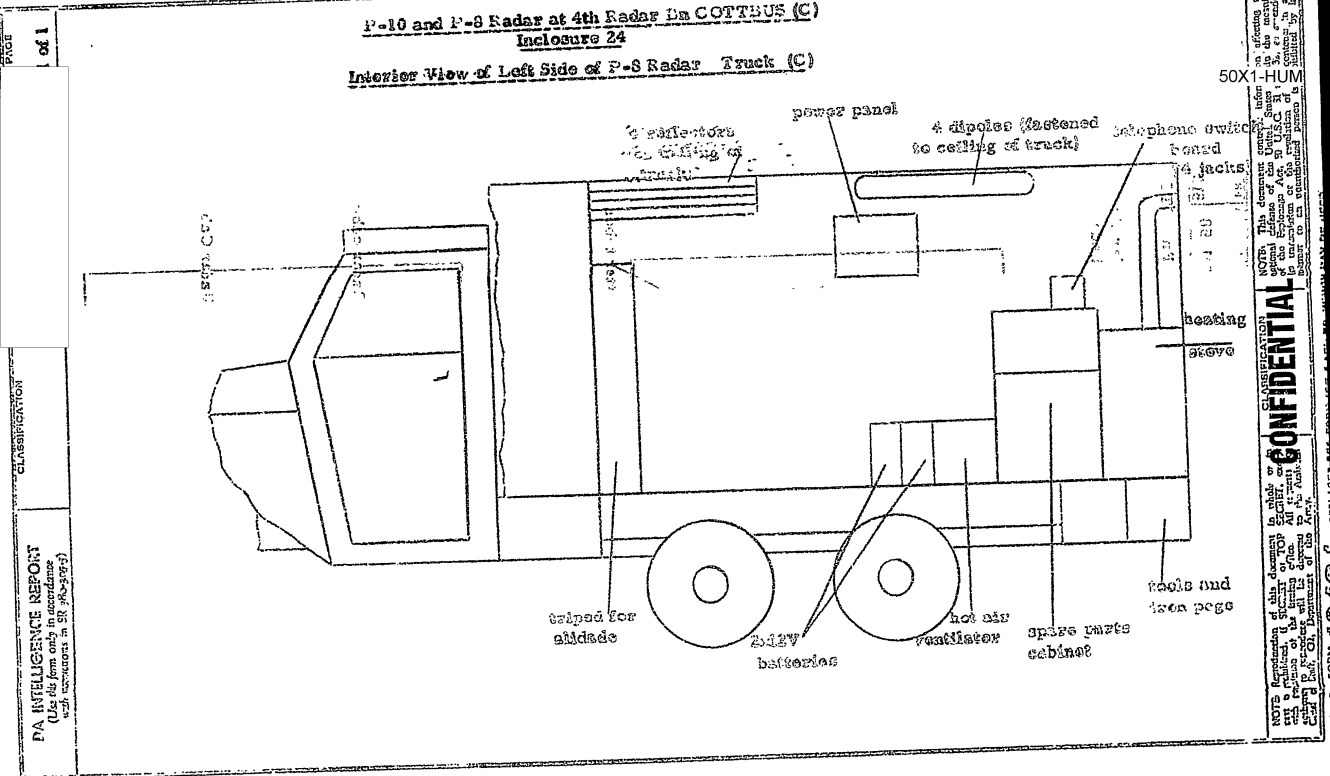
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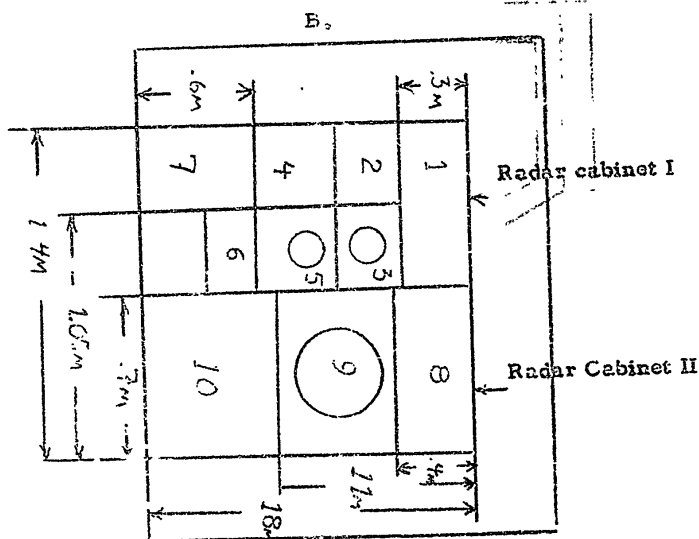
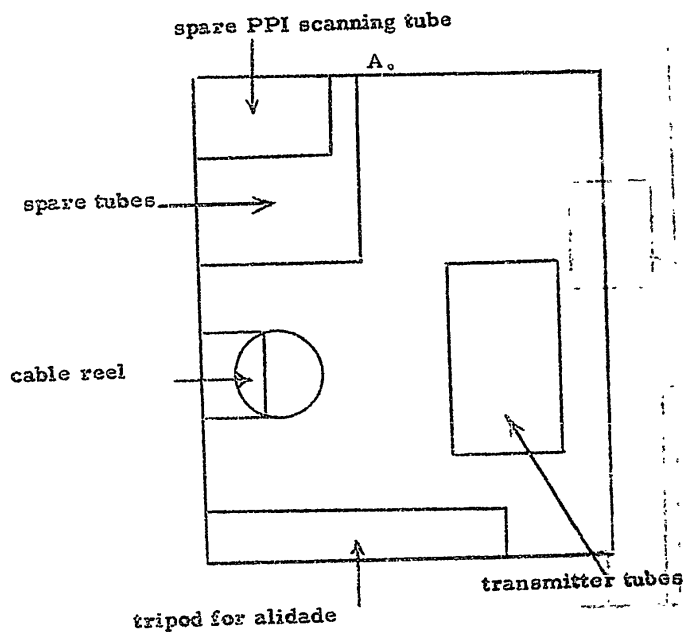
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P-10 and P-8 Radar at 4th Radar Bn COTTBUS(C)**Inclosure 25**

- A. View of Front Wall of P-8 Radar Truck (C)
B. Radar Cabinet I and II of P-8 Radar



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LEGEND
Inclosure 25

1. Antenna motor rectifier bay
2. Receiver bay
3. Altitude instrument bay
4. Distributor for antenna
5. Azimuth bay
6. Goniometer bay
7. Transmitter bay
8. Antenna servo motor amplifier bay
9. PPI scanning scope bay
10. Power supply and power stabilizing bay

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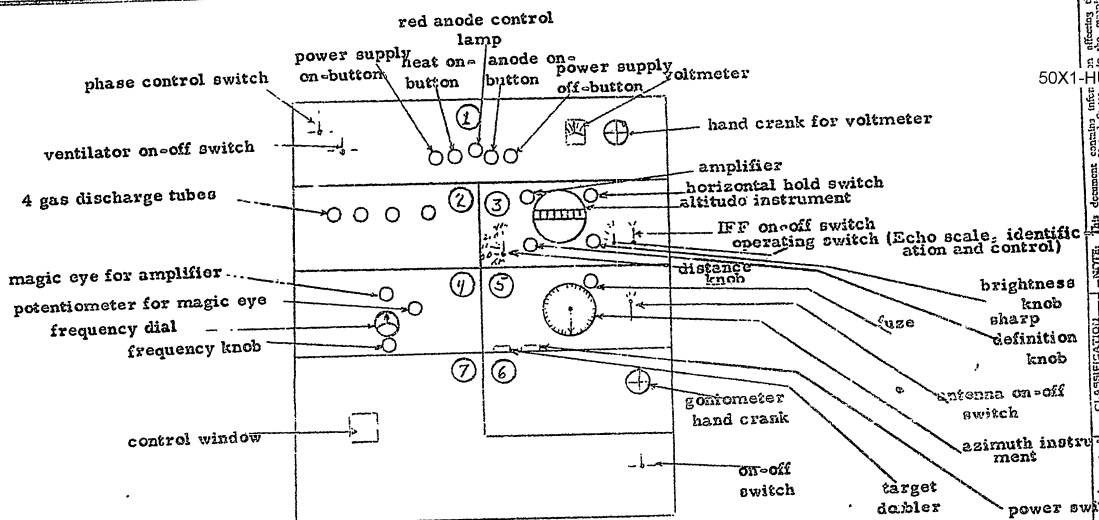
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P-10 and P-8 Radar at 4th Radar Bn COTTBUSIC

Inclosure 26

Front View of Radar Cabinet: I (C)



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LEGEND**Inclosure 26**

1. Antenna motor rectifier bay
2. Receiver bay
3. Altitude instrument bay
4. Distributor for antenna
5. Azimuth bay
6. Goniometer bay
7. Transmitter bay

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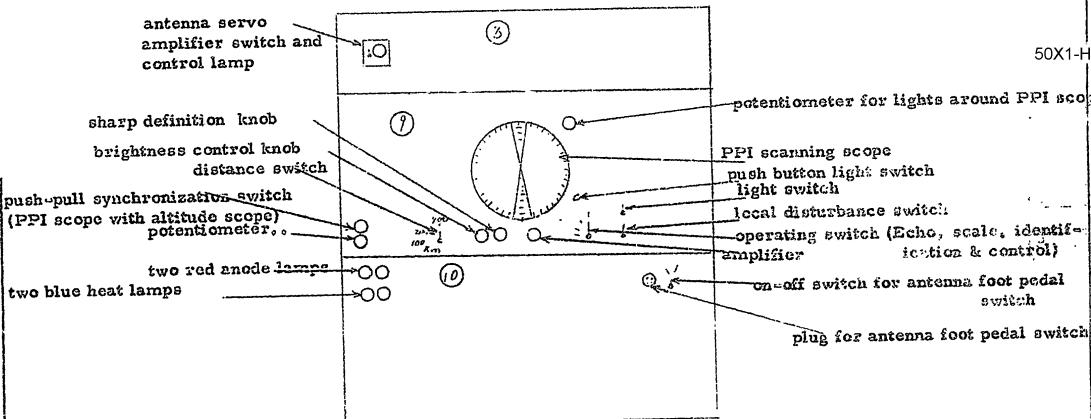
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P-10 and P-8 Radar at 4th Radar Battalion (C)Enclosure 27
Front View of P-8 Radar Cabinet HNCJ**LEGEND**

- 3. Antenna servo motor amplifier bay
- 9. PPI scanning scope bay
- 10. Power supply and power stabilizing bay.

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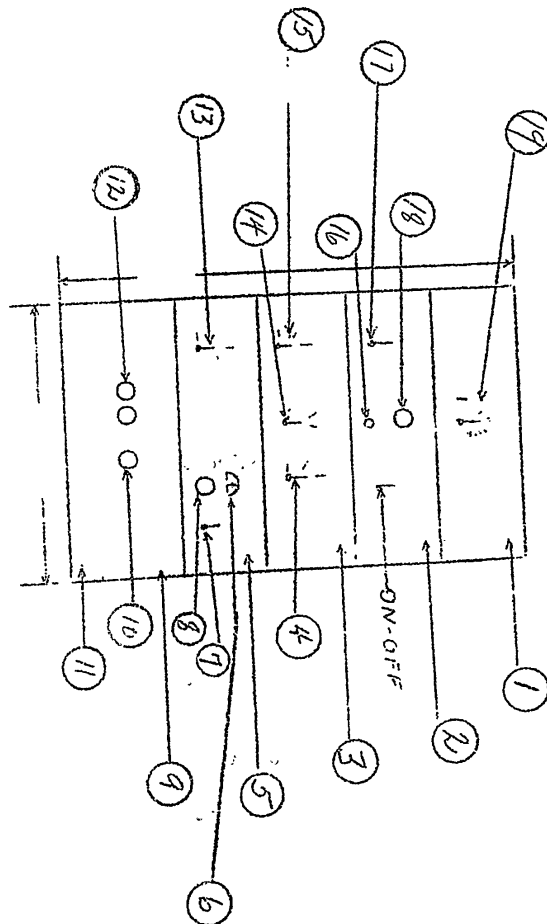
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P-10 and P-8 Radar at 4th Radar Bn COTTBUS (C)
Inclosure 28
P-8 Anti-Jamming Unit (Entstörungsgerät) (C)



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LEGEND**Inclosure 28**

1. Pulse width discriminator (Laufzeitketten)
2. Passive jamming (depends upon speed of wind)
3. Active jamming (enemy jamming waves)
4. Operating switch (by use of amplifier and unknown element)
5. Capacity bay
6. Milliamperemeter
7. On-off switch for complete P-8 radar station
8. Potentiometer for milliamperemeter
9. Power supply
10. Red anode control lamp
11. Bay contains 2 thyratons
12. Fuses (total of two)
13. Pulse repetition frequency switch
14. Operation and control switch
15. On-off switch for passive and active jamming bays
16. Potentiometer for wind speed indicator
17. Wind compensator on-off switch
18. Wind speed indicator
19. Pulse width discriminator switch (scale is numbered 1-23)

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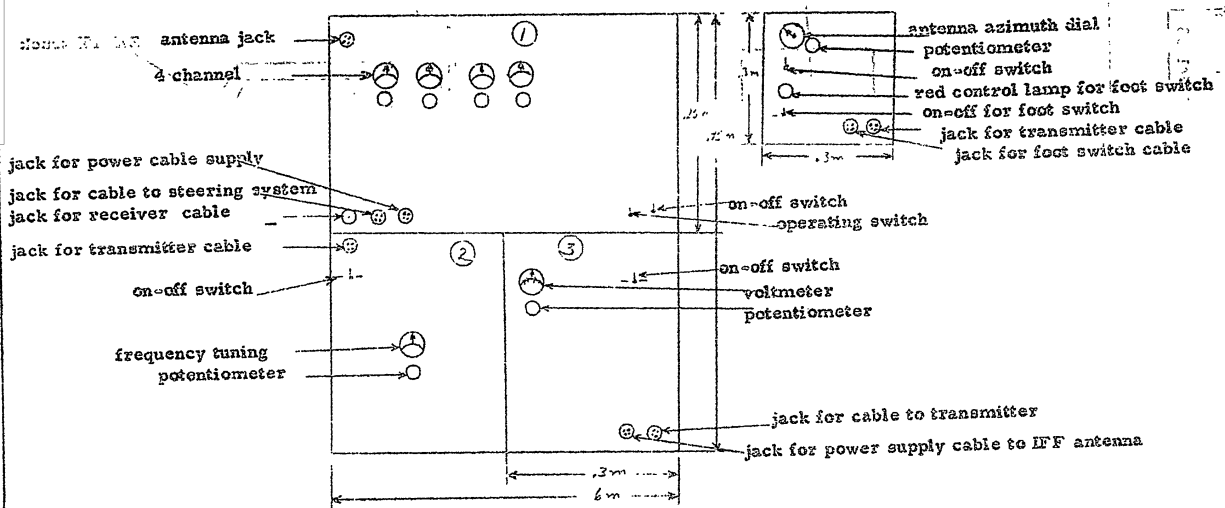
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P-10 and P-8 Radar at 4th Radar Bn COTTBUS (C)

**Inclosure 29
P-8 Radar IFF Unit**

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LEGEND 1. Transmitter 2. Receiver 3. Power supply

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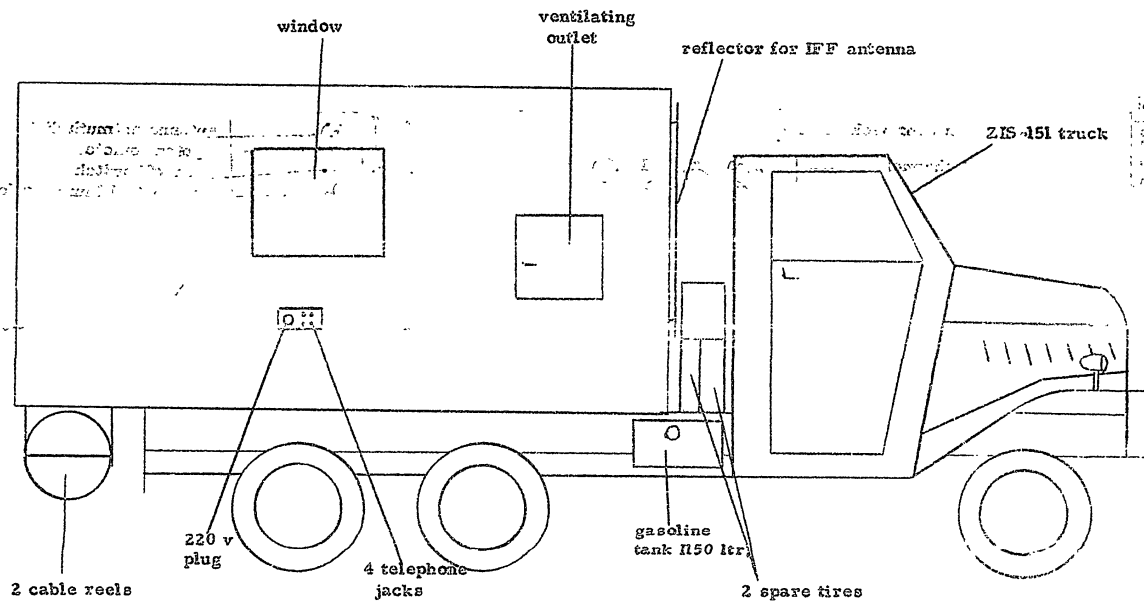
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P-10 and P-8 Radar at 4th Badar Bn COTBUS (C)
Inclosure 30
Side View of P-8 Radar Power Supply Truck (C)



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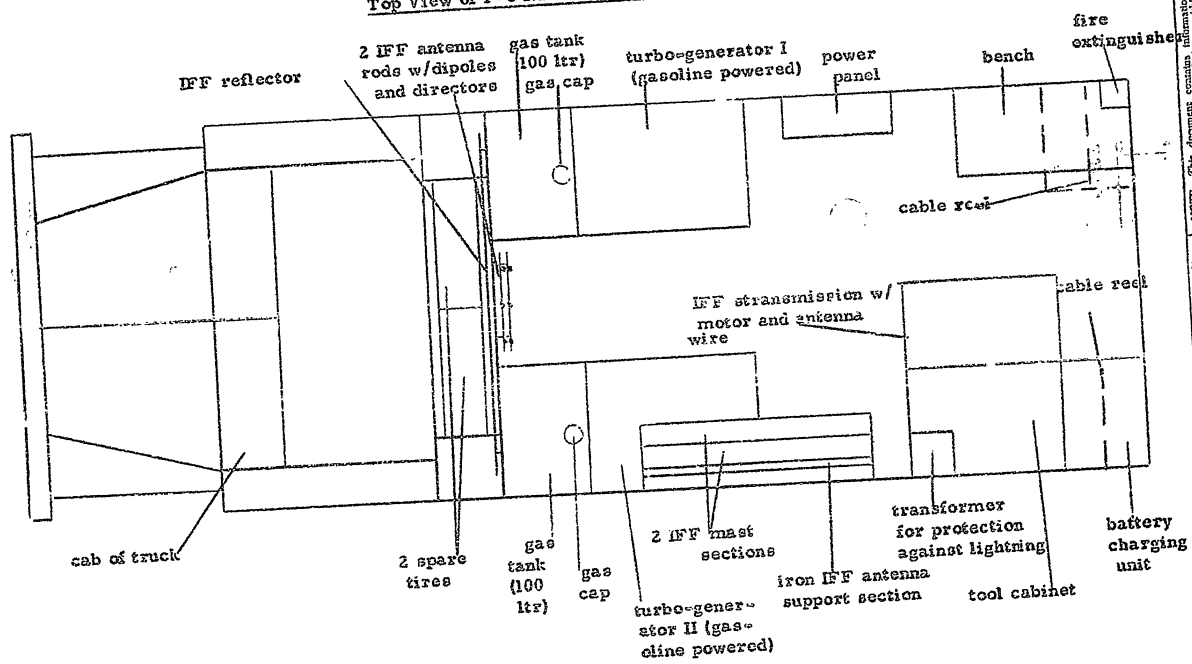
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P-10 and P-6 Radar at 4th Bn COTTEBUS (C)
Inclosure 31
Top View of P-8 Radar Power Supply Truck (C)



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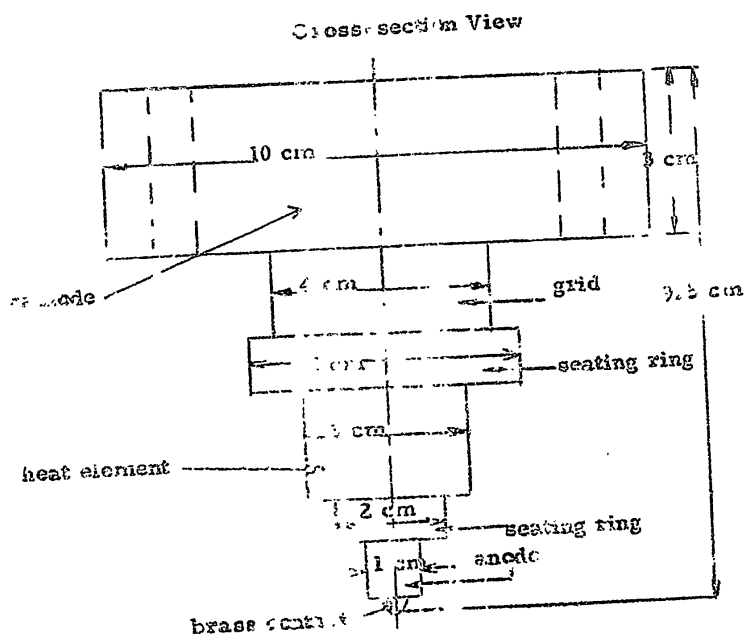
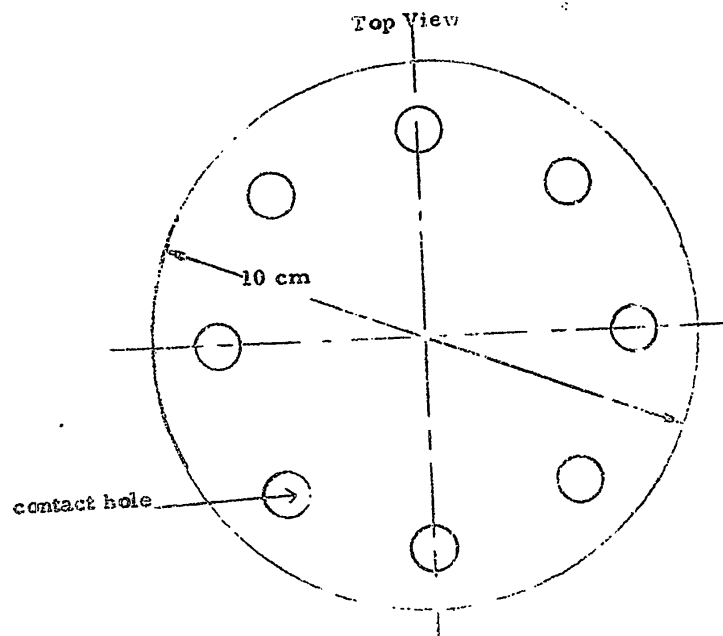
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P-10 and P-8 Radar at 4th Radar Bn COTTBUS (C)
Inclosure 32
New Ceramic Transmitter Triode(C)



Tube is gray-tan in color. All parts are made of ceramic material, except brass contact.

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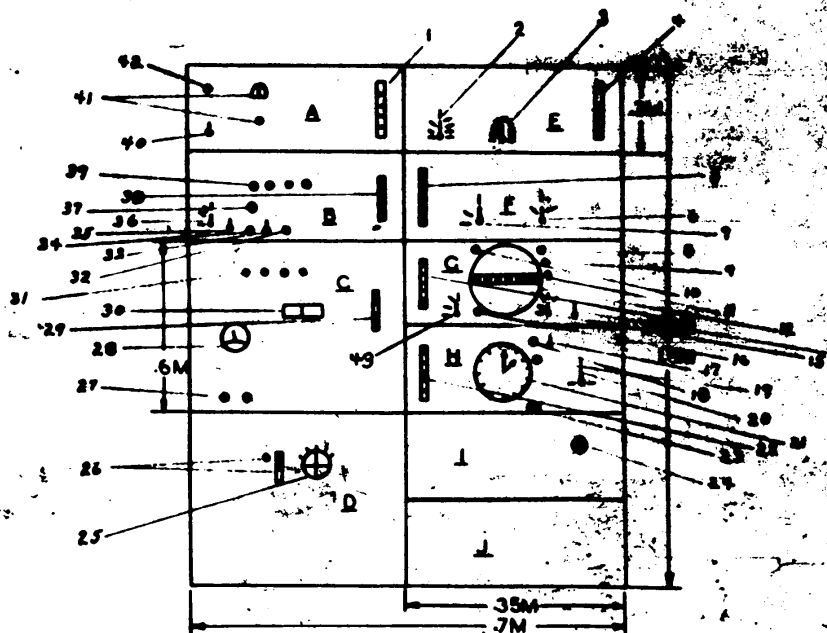
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Inlosure 12
 Radar at 4th
 P-10 and P-8 Radar Bn (OTTS) (UTMSJVT 827368)
 P-10
 Front View of Radar Cabinet 1 ()

LEGEND

- A. Passive Jamming Bay
- B. Triggering Impulse Channel Bay
- C. Receiver Bay
- D. Active Interference Bay
- E. Distributor for Antenna
- F. Altitude Scope Bay
- G. Azimuth Bay
- H. Coniometer Bay
- I. Transmitter Bay

- | | |
|---|---|
| 1. Voltage testing jacks | 25. Frequency selector switch |
| 2. Altitude range switch | 26. Tube heat control switch with dial |
| 3. Pulse width discriminator | 27. 2 Antenna jacks |
| 4. Voltage testing jacks | 28. Milliamperemeter to measure antenna current |
| 5. Voltage testing jacks | 29. Voltage testing jacks |
| 6. On-off switch for bays 1 and 2 | 30. 2 Relays |
| 7. Anti-jamming selector switch | 31. 4 1/2 discharge tubes |
| 8. Brightness control knob | 32. Target doubler |
| 9. Fuse | 33. Frequency control switch |
| 10. Sharp definition knob | 34. Receiver amplifier |
| 11. Horizontal hold knob | 35. Power switch |
| 12. Altitude scope | 36. Frequency switch |
| 13. Voltage testing jack | |
| 14. On-off switch for bay 1 | |
| 15. Operating switch (echo or scale or both) | |
| 16. Amplifier (potentiometer) | |
| 17. Operating switch (determines degrees of antenna rotation) | |
| 18. Fuse | |
| 19. Azimuth operating knob | 37. Magic eye for amplifier |
| 20. Antenna on-off switch | 38. Voltage testing jacks |
| 21. Azimuth instrument | 39. 4 Frequency knobs |
| 22. Voltage testing jacks | 40. On-off switch |
| 23. Coniometer scale knob | 41. Potentiometer to compensate for wind |
| 24. Hand crank for determining altitude | 42. Green heat control lamp |
| | 43. Distance switch |

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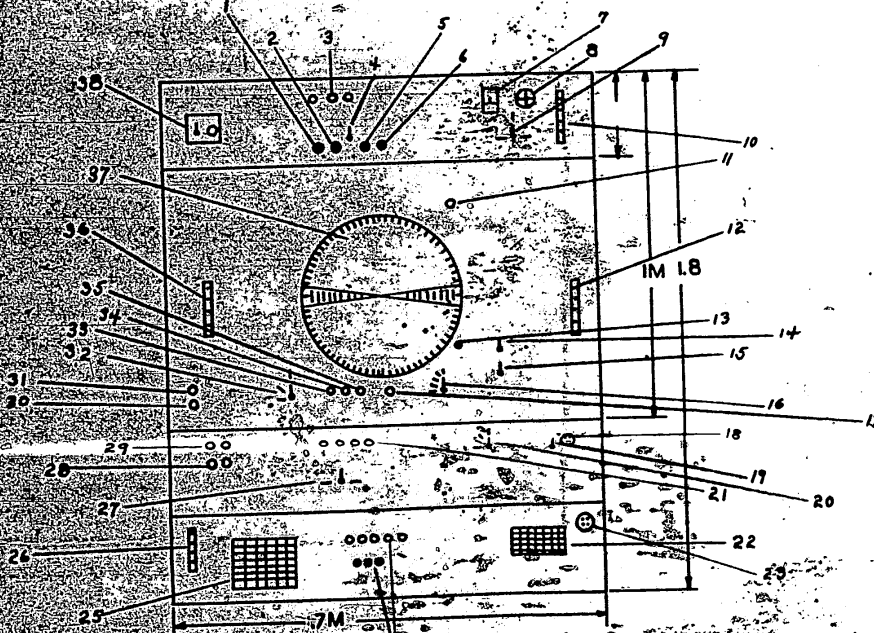
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Inc. 1000 13
 Radar 4th
 P-10 and P-10 Radar 1000 13 (1000 13 1000 13)
 P-10
 front view of Radar Cabinet 11

LEGEND

- | | |
|---|--|
| <p>A. Antenna motor rectifier and antenna servo motor amplifier bay
 B. PFI scanning scope bay
 C. Power supply bay for PFI scope and altitude scope
 D. Power supply and power stabilizing bay</p> <p>1. Power supply on button
 2. Heat on button
 3. 3 Fuses
 4. Anode switch
 5. Heat off button
 6. Power supply off button
 7. Voltmeter
 8. Voltmeter knob
 9. Phase switch
 10. Voltage testing jacks
 11. Potentiometer for lights around PFI scope
 12. Voltage testing jacks
 13. Push button light switch
 14. Local disturbance switch
 15. Light switch
 16. Operating switch (echo and scale, control identification)
 17. Amplifier
 18. Plug for antenna foot pedal switch
 19. On-off switch for antenna foot pedal switch
 20. Antenna RPM switch (1-4 RPM)
 21. 4 Fuses</p> | <p>22. Ventilation outlet
 23. Antenna power supply cable
 24. Fuses
 25. Ventilation outlet
 26. Voltage testing jacks
 27. P-10 Radar station capacity
 28. 1 Green heat lamps
 29. 2 Red anode lamps
 30. Potentiometer
 31. Push-pull synchronization switch (PFI scope with altitude scope)
 32. Distance switch
 34. Sharp definition switch
 35. Scale amplifier
 36. Voltage testing jacks
 37. PFI scanning scope
 38. Antenna servo amplifier switch and control lamps</p> |
|---|--|

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